

(ESTABLISHED 1888)

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Intimations

COALS

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manilla, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chumulpo, Yokosuka, Nagoya, Osaka, Kobe, Malindrum, Kure, Shimomura, Moji, Wakayama, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipei, etc.

Telegraphic Address: "MTSUJI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal, and the State Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Aikita, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannouri, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzokibara and other Coals.
S. TANAKA, Manager. HONKONG.

THE CITY OF PARIS,
MADAME FLINT, Manageress.

JUST UNPACKED EX S.S. "PESHAWUR" AND S.S. "IYO MARU."

BOAS, HOSIERY

MILLINERY, &c., &c.

Hongkong, 22nd November, 1906 185

10 PER CENT DISCOUNT

[N consequence of the favourable Exchange now ruling, we beg to notify

our Patrons and the Public generally, that until further notice, OUR PRICES FOR WINES AND SPIRITS WILL BE REDUCED 10 PER CENT.

H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS

Hongkong, 16th November, 1966. 12, QUEEN'S ROAD CENTRAL. [110]

D. NOMA, TATTOOER,
69, QUEEN'S ROAD CENTRAL.

1 experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and

of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

COLD STORAGE. **SACRIFICIAL SALE!**
THE HONGKONG ICE COMPANY. **FOR 15 DAYS ONLY!**

COLD STORAGE available at **EAST POINT**.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver

Wm. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [71]

Hotels.

HONGKONG HOTEL

First Class and Up-to-date,
Military Band during dinner on Saturday Nights.
H. HAYNES.

Hongkong, 15th March, 1966. Manager. 135.

HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS. Tel. 58.
For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

VICTORIA HOTEL, SHAMEEN, CANTON, MACAO HOTEL, MACAO, CHINA,

DOMINION HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

Both hotels were ranked 2001 Best Value.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.
- 261 - W. FARMER, Proprietor

OCCIDENTAL HOTEL	KING EDWARD HOTEL
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EXCELLENT CUISINE

MODERATE PRICES.

ELECTRIC FANS
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED, ELECTRIC FANS
(if required).

EVERY ROOM.

For Terms, &c., apply to the—
MANAGER

Hongkong, 19th May, 1904. (18) Hongkong, 4th December, 1904. (19)

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"2,338 tons.....Captain W. A. Valentine.
 " "FATSHAN,"2,200 "....." R. D. Thomas.
 " "KINSHAN,"1,995 "....." J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"119 tons.....Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Willox.
 " "NANNING,"569 "....." C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December
TJILIWONG	JAPAN	First half December	JAVA PORTS	First half December
TJIMAH	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP	JAVA	First half January	JAPAN	First half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 26th November, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUIMING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

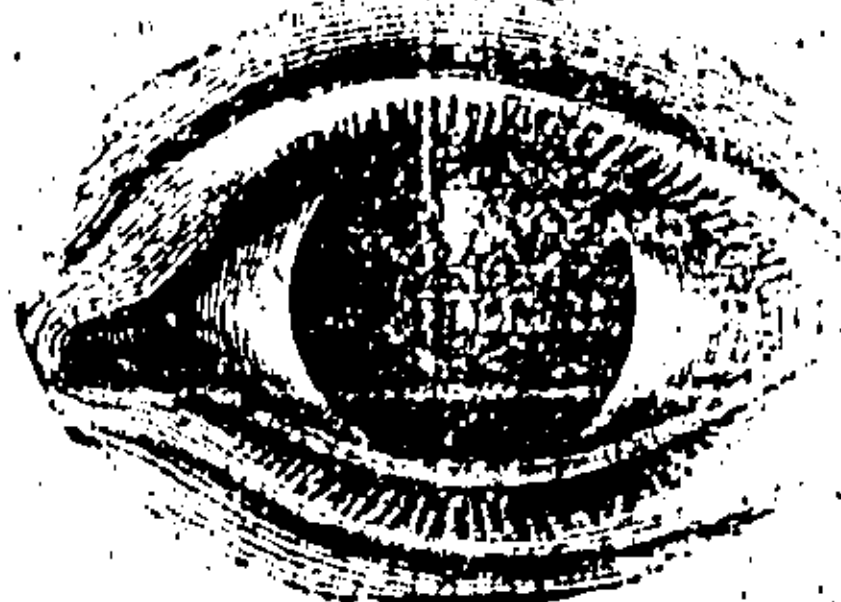
Fare for the Round Trip\$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS.

WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 25, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VUEX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARIGULAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 5th day of December, 1906, at Noon, the Steamship BUELOW, Captain H. Körmes, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 4th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 4th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than 2 cwt and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,301	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lent, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£38.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBÉ	\$85.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBÉ to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the C. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For STEAMERS ABOUT
 SHANGHAI, NAGASAKI, PRINZ BITEL FRIEDRICH, WEDNESDAY, 5th Dec.
 KOBÉ & YOKOHAMA
 SHANGHAI, NAGASAKI, SEYDLITZ, WEDNESDAY, 19th Dec.
 KOBÉ & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. or O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£65. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 24th November, 1906.

MELCHERS & CO.,

AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

BARGAIN

FOR 10 DAYS ONLY.

A LARGE CONSIGNMENT OF HENNESSY'S

*** BRANDY

AT

\$21.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—

A. CHAZALON & CO.,

6, Queen's Road.

Hongkong, 7th November, 1906.

HONGKONG HIGH-LEVEL TRAMWAY COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREY & SON,

Liquidators.

Hongkong, 27th August, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆國李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at

No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(84.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

[56]

SITUATION WANTED.

A LADY STENOGRAPHER and TYPIST (English), at present in Japan, desires a position in a China Port. Salary required \$175. 5 years' experience. Copies of Testimonials and Reference open to inspection at the Office of this Paper.

Apply to—

"K. G."

C/o The Hongkong Telegraph.

Hongkong, 10th November, 1906.

[1116]

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length80' 0"
 Breadth24' 0"
 Depth9' 6"
 Capacity.....320 tons.
 Complete for delivery within 5 weeks from this date.
 Plans, Specification and Particulars from

C. E. WARREN & Co.,

30, Des Vaux Road, Central,

Intimation.

Powell's

GENTS' OUTFITTERS,

28, QUEEN'S ROAD, (OPPOSITE THE CLOCK TOWER).

ENGLISH BOOTS.

FINEST ENGLISH LEATHER.

BEST ENGLISH WORKMANSHIP.

BLACK, BROWN, PATENT.

Smart Shapes,

Durability,

Comfort.

\$12.00 PAIR.

Satisfaction

Guaranteed.

POWELL'S HONGKONG.

Hongkong, 21st November, 1906.

To Let.

TO LET.

No. 8, D'AGUILAR STREET, suitable for SHOP AND DWELLING HOUSE, at present occupied by Messrs. K. A. J. CHOT B-MALL & Co., who will shortly remove

to

No. 64, QUEEN'S ROAD CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & Co., Hongkong, 12th November, 1906. [530]

TO LET.

FOUR-ROOMED HOUSE on PRAYA EAST, near East Point. Apply to— JARDINE, MATHESON & Co., Hongkong, 26th November, 1906. [114]

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo. Floor Area 6,100 square feet. Apply to— JARDINE, MATHESON & Co., Hongkong, 15th October, 1906. [1009]

TO LET.

NO. 2, "HILLSIDE" THE PEAK. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS on PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RIFON TERRACE. A HOUSE in WONG-NEI-CHUNG ROAD. FLATS in MORETON TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 16th November, 1906. [72]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 31st July, 1906. [789]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD, No. 51, WONG-NEI-CHUNG ROAD. Apply to— HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West, Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental. Apply to— X. Y. Z., C/o Hongkong Telegraph, Hongkong, 17th October, 1906. [1013]

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vaux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.). Apply to— HO TUNG, Comptroller Department, Jardine, Matheson & Co., Hongkong, 26th September, 1906. [919]

Intimations.

A. S. WATSON & CO., LIMITED. NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1906, of Forty cents per Share, will be payable at the Hongkong and Shanghai Bank, Hongkong, on and after WEDNESDAY, 28th November, 1906, on Warrants to be obtained at the Company's Office. The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date. The REGISTER OF SHARES will be CLOSED on MONDAY, the 26th instant, until FRIDAY, the 30th instant, both days inclusive, during which period NO TRANSFER OF SHARES will be effected. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 22nd November, 1906. [1135]

SHANGHAI-NANKING AND KOWLOON-CANTON RAILWAYS.

The agreement regarding the further loan of the Shanghai-Nanking Railway as well as the final agreement regarding the Kowloon-Canton R. lway have been duly arranged between Mr. J. O. P. Bland and Mr. Shao-yih ar Peking. Mr. Bland has been appreciated the views held by Mr. Bland regarding Chinese railways generally. Mr. Bland's views regarding China's policy regarding railways in China are as follows:—

- 1.—In future neither railways nor mines nor any land nor any other of China's rights should be partially given to any foreign power.
- 2.—The railways to be built in China in future should be under China's own control and the profits out of these railways should be that of the Chinese Government.
- 3.—In case of using foreign capital by mortgaging the railway in China, the Chinese authorities should prefer the party who will give the loan on the best terms obtainable and the building of the railway should be entrusted to the party who will undertake the same with the best and most modern system to be applied in China according to the circumstances by employing foreign engineers-in-chief.
- 4.—There are three ways to get the capital and construction and superintending the works properly looked after:—

(A) To let foreigners manage everything with a certain amount of money and to give a certain proportion of the profits to the foreign management.

(B) To let foreigners undertake the works at a certain amount of money and when the works are completed the Chinese Government to get the whole control.

(C) To establish a Joint Stock Company with both foreign and Chinese shares and to allow the company to build the railway, and to get a certain sum of commission out of the profits. —The Sincere.

MAIZURU AS AN OPEN PORT.

The growing importance of Maizuru as a port of export on the Japan Sea has given rise amongst the Japanese public to considerable discussion in favour of throwing open the port to foreign trade. In naval and other Government circles there seems to be no serious objection to making at least half of Maizuru a trade port, and it would appear that the only opposition that there is to the military authorities. The vernacular Press seem to be confident, however, that whatever objections may be entertained in military circles there can be no doubt that Maizuru is destined to become an important trade port, and possibly in the far distant future one of the leading distributing centres of the Empire.

Up to the end of August last the amount of merchandise exported to Vladivostok from Maizuru had amounted to the not inconsiderable total of eight million yen, and it is expected that the trade will reach at least ten millions for the year. The trade for Japanese articles that has been implanted in Russia is certainly extraordinary, but there can be no doubt about it when one considers the growing demand there has been of late for Japanese merchandise. The demand for Japanese wares has been greatly on the increase in North Manchuria and Siberia, the Russians there being large purchasers.

Given more facilities than are at present available, it is confidently believed in Japanese commercial circles that this trade will show great and rapid development. Kobayashi, account of the greater distance, and Toray, owing to its comparatively exposed position and the lack of sufficient overland transportation facilities, are regarded as holding second and third place respectively for the promotion and development of Russian trade, and while Maizuru is regarded as an important naval and military port, that is considered to be no reason why it should not at the same time become a commercial port, and one of the Japanese journals, the *Chuo Shingyo*, referring to this matter, gives instances where foreign trade is carried on at naval ports in Western countries. It is pointed out that in case of necessity the authorities could close the port and request the withdrawal of foreign Consular officials; but if it is seriously intended to make Maizuru an open port there should be little necessity to consider such a stipulation. In the opening of a steam or road to Japan to give proof to the world of her peaceful intentions, commercial enterprise might make a bid for supremacy and even become supreme there, and Japan will be better off when Maizuru is a peaceful and flourishing trade port than while it is merely a centre for naval and military organisation. —Japan Chronicle.

SOMETHING ABOUT EAGLES.

Eagles are popularly supposed to be quite different from hawks, but, in a word, they are nothing more than large hawks. They reach sometimes the age of nearly 100 years. They live singly or in pairs, and dwell in the wilder places in all kinds of country, from tropical deserts to the Arctic regions. In their search for food, however, they often wander far, and emboldened by hunger, even approach the abodes of man. In story books and newspapers eagles have many times been accused of carrying off young children, but such tales are unreliable.

The bald eagle, white-headed eagle, or bird of Washington, is of particular interest to Americans as the national emblem of the United States, to which dignity it was elevated on June 20, 1782. The name "bald" eagle originated from the white head and the erroneous impression of baldness it gives at a distance.

This bird measures about three or three and a half feet in length, from the tip of the beak to the tip of the tail, and weighs from six to twelve pounds. Under most circumstances wary and difficult of approach, this eagle nevertheless is often surprisingly tame and unsuspicious. Unprovoked it rarely attacks man, although such instances have been reported. It prefers trees for watching and roosting, but in spring sometimes it descends to ride the eaves of ice in the river, apparently looking for fish.

This species breeds throughout its range wherever suitable places exist, and it has been known to lay and hatch eggs in confinement. In the southern part of the United States, from Florida to Texas, it breeds very early, depositing its eggs usually during the first half of December in the Middle States and in California it lays in February or March; about the middle of April in Southern Alaska; sometimes in May, or even June in the Arctic regions.

The nest is located nearly always in the vicinity of a stream or body of water. The favorite site is the top of a tall tree. Where there are no trees a rock or a niche in a cliff serves the purpose.

The same nest is occupied year after year, and annually repaired or augmented until it becomes an immense structure, five, six or even eight feet high and as much in diameter, containing fully a cartload or two of material. It usually forms a strong platform, with only a slight depression in the centre, and usually contains the weight of a man.

Ducks of various kinds fall regularly a prey to the bald eagle, and they are stolen from the

very sportsmen just as ready as larger birds. Wounded ducks, with those perched from a tree, are taken by a good share of its food. A few ducks are also taken by the eagle upon a tree, and are killed by the eagle, which is a full-grown deer, particularly after being wounded.

In the States of the Union and in many of the Canadian provinces the bald eagle is protected by law, either specifically or by general enactment, but in a few it is specially exempted from the provisions of game protection acts. —New York World.

Intimations.

HONGKONG JOCKEY CLUB. NOTICE.

ST. ANDREW'S STAKES to be run for on SATURDAY next, 1st December, 1906. Open to all Subscription Griffs of this season 1906-7. Distance 1 1/2 miles, weight 10 stones, 7 lbs. Native Riders allowed. Entrance Fee \$10 to go to the Winner. Second Pony to save his stake. The Saddle Ball will be rung at 7 o'clock A.M. and the Race will be started at 7.30.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 26th November, 1906. [114]

HONGKONG JOCKEY CLUB. MEMBERS desirous of RENTING ACCOMMODATION at the Race Course, for the Current Season will oblige by applying to the Undersecretary before FRIDAY, 30th instant.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 21st November, 1906. [112]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, the 30th November, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, ONE SET OF 7 VERY VALUABLE FRAMED ENGRAVINGS, measuring 4 feet by 3 feet, (ARTISTS' PROOFS). TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 27th November, 1906. [1146]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 30th November, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, VALUABLE HOUSEHOLD FURNITURE, comprising:— TEAKWOOD BEDROOMES and SIDE-BOARDS with BEVELED GLASS, TEAKWOOD BOOKCASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.

ALSO A LARGE ASSORTMENT OF CANTON CARVED BLACKWOOD WARE, CARPETS, &c., &c., &c. AND One SEMI-GRAND and One COTTAGE PIANO. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 27th November, 1906. [1148]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, TO-MORROW, the 30th November, 1906, commencing at 2.30 P.M., AND SATURDAY, the 1st December, 1906, commencing at 11 A.M., at his Sales Room, Duddell Street, FOR ACCOUNT OF THE CONCERNED, Removed from FAIRALL & Co., A Quantity of DRESS MATERIAL, CHIFFONS, VELLINGS, SILKS, SATINS, BROCADES, LACE ROBES, SILK BLOUSE, LACE TRIMMINGS and INSERTIONS, LACE SCARVES, FUR BOAS, LACE COLLARS, and STOCKS, CASHMERE HOSE, GLOVES, CORSETS, &c., &c., &c.

AND A Quantity of ENGLISH, FRENCH, and AMERICAN SHOES, ALSO A Selection of MANTLES and COATS, (Slightly damaged by Water). TERMS:—As Customary. Cash on Delivery.

GEO. P. LAMMERT, Auctioneer. Hongkong, 18th November, 1906. [1149]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 1st December, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A QUANTITY OF MISCELLANEOUS ARTICLES, comprising:— English Gold and SILVER WATCHES, DIAMOND RINGS, BEXTANS, MICROS, COPIES, NAVAL TELESCOPES, BAROMETERS, BINOCULARS, SILK UMBRELLAS, MCINTOSHES, FELT HAT, LANCY BAGS, CLOCKS, MARBLE STATUETTES, &c., &c., &c.

AND ONE VALUABLE GOLD CHRONOMETER, a rare collection of FOREIGN STAMPS in "Album" ONE REMINGTON STANDARD TYPEWRITER (new). (All suitable for Xmas Presents) AND ONE REFLECTING GALVANOMETER with SCALE, LAMP, &c. complete by Clarke, BRIDGE and ASTATIC GALVANOMETER by Siemens Bros., One Pair STANDARD RESISTANCES by Elliott Bros. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 24th November, 1906. [1150]

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

VAMPOLE'S PREPARATION have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and a flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will be glad to receive any number of old or new "MAGAZINES" for the use of the Troops on the Transport. Send to Hongkong Hotel or a chili will ensure their being fetched. Hongkong, 12th November, 1906. [1096]

Consignees.

S.S. "POLYNESIEN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan* and *Cordon*, from Havre ex s.s. *Matapan*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 3rd December, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 3rd December, or they will not be recognised. All damaged packages will be examined on MONDAY, the 3rd December, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 27th November, 1906. [111]

FROM NEW YORK, ADEN AND SINGAPORE.

THE H. A. L. Steamship

"NUBIA"

Captain Habel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd proximo, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office. [1144]

"SHIRE" LINK OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"

Captain W. T. Hall, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd December, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 26th November, 1906. [1155]

Consignees.

THE H. A. L. Steamship

"ANDALUSIA"

Captain Haase, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office. [1144]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at 4 P.M. in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sealed and marked by Messrs. Jardine, Matheson & Co., and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 24th November, 1906. [114]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 30th instant, will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, 28th November, 1906. [6]

THE WINE GROWERS

SUPPLY CO.

GRAVES \$7.00 Per Dozen Quarts.

BOTTLED BY

JULES MERMAN & CIE, BORDEAUX.

GRAVES \$10.00 Per Dozen Quarts.

Sauternes 10.00 " "

Cateau d'Arche 10.00 " "

BOTTLED BY

EMMEL, DESPUJOL FILS & PICO, BORDEAUX.

Barzac \$14.00 Per Dozen Quarts.

Sauternes 10.00 " "

Chateau Guiraud 10.00 " "

BOTTLED BY

BARRETTO & Co., Agents.

Nos. 22 & 24, Bank Buildings, Queen's Road Central.

Hongkong, 28th November, 1906. [64]

Intimation.



A. S. WATSON & CO.,
LIMITED.

REDUCED PRICES.

We beg to invite your attention to our Price List which is now being sent out. Please apply for a copy if you have not already received one. The reduced prices which take effect as from the 15th instant will be found to compare favourably with those of other stores in the Colony whether European or Chinese.

We have also just issued separately a new wine list with prices based on rate of Exchange now ruling, reference to which will show that substantial reductions have been made.

All prices are now strictly net.

A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 27th November, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOV. 29, 1906.

A QUESTION FOR MARINERS.

Shipmasters and those who have the best interests of the shipping community at heart will view with considerable misgiving the report that it is proposed by a number of prominent Liverpool shipowners to exercise their influence in inducing the Board of Trade to reduce the qualifying time for second mates' certificates of competency from four years to three years. It appears that these shipowners have inaugurated a training scheme for ships' officers, with the object, according to the chief representatives of the Merchant Service Guild, of obtaining a greater supply of officers. Obviously the scheme itself is open to condemnation by those who are most interested in the seafaring profession, the ships' officers themselves; for it must be apparent to them that the influx of raw and immature men must seriously affect their status in the service, so far as the general public are concerned, and at the same time affect their own pockets. With an abundant supply of officers possessed of a ticket of sorts, salaries are bound to be reduced all round, and only the certificated master mariner will be in any thing like a position of safety. But, of course, there are many youths who would readily take advantage of the innovation and accept the qualifying period at the behest of the owners. Only when a new gang had qualified and were pitchforked into second officers' places would they begin to realise the foolishness of which they had been guilty. The point that an officer may be as fully qualified after three years' experience as he would be after four is

not necessarily disputed, although the Merchant Service Guild will not accept that dictum. But the longer period allows of promotion for the senior officers who in turn provide places for the younger men. What the owners seem to want is a plethora of officers at cheapjack rates, officers who might possibly be more ornamental than useful, but who would give that touch of colour to a ship which would fill the nervous passenger into security. The secretary of the Guild in expressing the views of that body observes that the scheme if adopted "would be entirely against the interests of safety in the merchant service. It is not training alone that is required for officers. Ripened experience and an adequate sense of responsibility can only be secured through sufficient length and width of service, and four years' qualifying service—as at present—for a second mate's certificate of competency is in reality, too short to prepare a man for the important duties and immense responsibilities which must be reposed in him." There are few on the China coast who would support the scheme, for the difficulties of masters and chief officers are sufficiently great at present without their being saddled with new responsibilities in the shape of incompetent second mates. Moreover, the prospect of any reduction in the pay would only further embitter the lot of those who already are in many cases underpaid. It would in all probability have the effect of filling the seamen's homes and in the end affect the prospects of all concerned. Unless the owners have stronger arguments to offer in favour of their proposal it is to be hoped their representations to the Board of Trade will prove to be still-born.

LOCAL AND GENERAL.

THE French mail of the 30th Oct. was delivered in London on the 28th inst.

We are requested to draw the attention of readers to Mr. G. P. Lammer's advertisement of the sale by public auction of dress materials, etc. removed from Fairall & Co's. The sale commences at 2.30 p.m. to-morrow and will be continued on Saturday.

AN Indian seaman, Shyk Baboo, on board the steamer *Cardiganshire*, was charged before Mr. F. A. Hazell, at the Police Court, this morning, with behaving in a noisy and disorderly manner in a house at Wanchai last night. He pleaded guilty to the charge and a fine of \$3 was imposed.

SANITARY Inspector J. T. Cotton, who is in charge of the Kennedy Town Slaughterhouse, located two wild boars on the west side of Mount Davis at eleven o'clock this morning. After an exciting chase he succeeded in shooting one, the other having escaped. The animal on being weighed tipped the scale 87 pounds and has a tusk two inches long.

AN extraordinary plea was entered in a divorce suit recently tried in Calcutta. Counsel for the wife, who was the petitioner, said that the husband refused to live with his wife or have anything to do with her, because she made a statement before the clergyman who married them that she was older than the respondent. Therefore she ceased to be his wife. The husband had left his wife absolutely destitute, and she was obliged to seek assistance from friends.

A CHILIAN lad named Diaz Guerra, residing at No. 84, Praya East, swore out a warrant a few days ago for the arrest of one Frank Silva, whom he alleged stole from him a gold finger ring, valued at \$20, on the 4th instant. Silva, who lives at 108, Macdonnell Road, and is employed as a carpenter repairing the wharves of the Godown Company, was arrested yesterday. He denied stealing the ring from the boy, but said it was given him as a present, and he could produce witnesses who could speak to that effect. Inspector Langley, who had charge of the case, put Silva before Mr. F. A. Hazell, at the Police Court this morning. Guerra stated that defendant borrowed the ring and never returned it. Accused said that Guerra presented him with the ring, saying he had two more at home. He dropped the ring into the sea two days later while at work on a wharf. He could not swim, so he did not go after it. His Worship discharged accused.

MIGRANTS FOR SINGAPORE.

FARMERS AS WOULD BE STOWAWAYS.

Detective Sergeant Grant, of the Central Police Station, paid a visit on board the steamer *Gregory Ahear* in the harbour yesterday afternoon and arrested three boarding-house men, who, it was alleged, were about to rush five farmers to Singapore. After questioning the farmers for a while, the officer took charge of the gang, including the boarding-house men, and marched them to the station. Three of the farmers were charged with being on board the *Gregory Ahear* with the intention of stowing away, thereby defrauding the company. Lo Ting Fui, a boarding house runner, No. 245, Des Voeux Road Central, was put down as aiding and abetting the three men above-mentioned to go on board the ship with the intention of getting them to Singapore without the knowledge of the officers of the ship. Cheung Sam, a boarding house keeper, 162, Des Voeux Road Central, was booked as having obtained the shipment of two emigrants on board the *Gregory Ahear* by fraud, and the indictment against Tam Hing, another boarding-house runner, was that of aiding and abetting the said Cheung Sam to ship the two emigrants.

The boarding house men on being placed before Mr. C. A. D. Melbourne, at the Police Court, this morning, pleaded guilty to the charges. The complainant in the case said that while he was aboard the *Ahear* steamer he met the farmers and asked for their tickets. They had none, but pointed out the boarding-house men as having put them aboard. Further inquiries proved that the farmers only arrived in the Colony from the interior yesterday, and they were rushed aboard ship immediately after. No tickets were procured for them, none was required, as the farmers had already been schooled as to the safest way to stow away.

His Worship discharged the farmers with a caution after they had each been examined. He fined the first boarding house man \$100 and the remaining two \$25 each, which was paid.

THE INDIAN SOLDIERS.

AP. LOGY FROM REGIMENT REFUSED.

Ever since Mr. P. W. Goldring and Mr. F. C. Barlow, solicitors, were assaulted in the garden of their house at Kowloon by Indian soldiers, matters have not been allowed to remain idle. It leaked out this morning that, immediately after the assault was alleged to have taken place, Mr. Goldring demanded an apology from the regiment for the conduct of two of their men. This was refused, and Mr. Goldring has placed the matter before the Court, where it will be settled in a few days. The particulars of the affair which led to the trouble, and which were given publicly at the time by us, were as follows:—During the month of October, as previous to that, Mr. Goldring, with whom resides Mr. Barlow, discovered that his stock of poultry had been growing less each day, and other things in and around the house had been vanishing. The thief or thieves could not be found. On the morning of the 15th October Mr. Goldring saw two Indian soldiers, one of whom was carrying a gun, trespassing in the garden. We might mention here that there is a fence around the property. Mr. Goldring approached the soldiers, asked them their business, and on getting no reply, they were told to "get out." One of the soldiers, who are informed, turned on Mr. Goldring and struck him on the mouth with his fist, while the other soldier made an attempt to bring the butt end of his gun in contact with the gentleman's head, but the blow was warded off in time by Mr. Goldring raising his arm above his head. The blow struck his forehead, and caused him some pain for several days after. The assault was witnessed by two ricksha coolies, who were waiting to drive the two gentlemen to the ferry wharf.

Mr. Goldring, on receiving a reply to his letter demanding an apology from the regiment, took out summonses against the soldiers, and we learn that there are five cross-summonses to come from the other side. Mr. G. E. Morrell, of Messrs. Dennys and Dowley (Crown Solicitors), appeared for Mr. Goldring, and Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, intimated that he appeared for the soldiers when the case was called on before Mr. F. A. Hazell, this morning, at the Police Court. He applied for a remand, remarking that he did not know what was going to be done in the case. His Worship formally adjourned the case until to-morrow at 11 a.m.

A REASONABLE VICEROY.

CHAU TUNG SHANG'S FAMILY RELEASED.

(From a Correspondent.)

Canton, 27th November. It will not have been forgotten, doubtless, by your readers that, failing to secure the arrest of Chau Tung Shang, who was alleged to have embezzled large sums from the Native Customs at Canton, that gentleman having quietly vanished to safer climes, H.E. ex-Viceroy Shum had Chau's family arrested and thrown into a temporary prison-house, while at the same time he seized all their estates, and had them disposed of by the Sin Hau Kuk. This temporary prison-house is situated in Kam Wing Street, in Canton city, and was placed in charge, under the special control of a wuyuen. There they remained, under guard, until H. E. Viceroy Chow Fu arrived in Canton and took up reins of office. Upon his arrival the matter was brought before H. E. Chow Fu, with the result that, after making necessary inquiries into the matter, H. E. decreed that ex-Viceroy Shum had been wrong in causing the arrest of Chau's family, and immediately ordered their release, as they were not the wrong-doers, Chau being himself the only one in fault, and the result of his faults could not be visited upon his family.

TELEGRAMS.

[Reuter's.]

The Congo.

LONDON, 27th November.

Lord Lansdale asked in the House whether the Congolese had evacuated Nsehril Ghazal, in accordance with the Anglo-Belgian Convention.

Mr. Runciman replied that now the season had become suitable, he trusted no further delay would occur.

The Mutiny at Sevastopol.

Two hundred and twenty-eight participants in the last mutiny at Sevastopol have received sentences varying from terms in disciplinary battalions to penal servitude for life.

Two were shot, and one civilian hanged. Later.

Mr. Chamberlain.

Mr. Chamberlain's health shows a marked improvement, and he hopes to return to political life after a visit abroad.

Aeronautics.

The French steerable balloon *Patrie* covered 94 kilometres in 64 hours, returning to the starting point.

Medical Sciences.

Ten, out of 24, native prisoners in the Philippines, who were experimentally inoculated with cholera virus, died. The operators explain that the virus was contaminated by bubonic plague.

The Governor-General has exonerated the scientists, and the Government will care for the families of the dead.

Reading for the Blind.

The *Daily Mail* will publish, on the 1st December, a weekly penny edition for the blind, printed in Braille characters.

THE "FRONDE."

This morning, at precisely 9.30, the French torpedo-destroyer *Fronde* moving with the assistance of the *Protector*, and supported by that vessel and the Chinese junk which has assisted in raising her, left the spot where she has so long lain near the Naval Cemetery at Kowloon, and was taken to a temporary resting-place in Hung Hom Bay, close to the crippled *Montcalm*, where she will be until to-morrow.

At the No. 1 Slip of the Kowloon Docks a special cradle has been constructed for the reception of the *Fronde*, and in this she will be hauled up to-morrow, to allow of a thorough survey of her hull by experts from the *Dentrecasteaux*, the French flagship now in port. Upon their verdict will rest the decision as to whether it is advisable to attempt repairs or not; but as we pointed out in our last night's issue, we very much doubt if the frightfully battered condition of the vessel will be considered to justify the necessary expenditure.

CLAIM STRUCK OUT.

PLAINTIFF ABSENT.

In Summary Jurisdiction at the Supreme Court this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, the case in which Cheung Lai of No. 7 Lamson's Lane, contractor, sued Cheung Tsui of No. 19 Elgin Street for the recovery of the sum of \$1,000, being damages in the nature of trespass by false imprisonment alleged to have been suffered by the plaintiff by reason of the unlawful act of the defendant in causing the plaintiff to be arrested on 15th September and confined in prison until the 17th idem, when he was allowed out on bail until the 25th September, and then again confined in prison until the 26th, when he was again let out on bail until the 9th October. On that date he was brought up at the Central Police Court and charged with embezzlement of the sum of \$574 from the defendant on the 10th January, whereas plaintiff was not and never was a clerk or accountant to defendant as alleged by him. Plaintiff was discharged at the Police Court as defendant failed to appear to prosecute.

Mr. E. Lang, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff, and Mr. C. F. Dixon, of Mr. John Hastings' office, represented the defendant.

When this case was called on Tuesday last Mr. Lang asked for an adjournment as his client had not turned up. Mr. Dixon opposed, saying it might go on being adjourned for ever and he must ask that the case be struck out.

His Honour: No, I will adjourn this case a second time; your client ought to have been here. The case is struck out with costs against the plaintiff.

A BIG OFFER.

FROM A "POOR MAN."

[From a Correspondent.]

Canton, 27th November. When H. E. ex-Viceroy Shum was leaving Canton, he declared himself to be "a poor man." It has therefore been surprising to learn here that H. E. Shum has wired to the manager of the Canton Waterworks at Tsang Po that he will take up \$300,000-worth of shares in that Company. The directors of the company have taken this offer into consideration, and are discussing the advisability of accepting so much money and allotting so many shares to a single shareholder.

In Borneo, when a child falls sick, its name is changed, the idea being to deceive the evil spirit which is supposed to be tormenting it.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE SHANGHAI WHARF AND GODOWN SCHEME.

LEGAL PROTEST THREATENED.

[From Our Own Correspondent.]

Shanghai, 29th November, 3.15 p.m.

It is stated that it is Doctor Gilbert Reid's intention to enter a legal protest against the adoption of the Wharf and Godown Scheme passed by an overwhelming majority of shareholders at the extraordinary confirmatory meeting of the Shanghai Dock and Engineering Co., Ltd., on the 27th inst.

[To those who have followed the interesting report of the proceedings in reference to the scheme Dr. Reid's proposed action appears rather curious. At the first extraordinary meeting of shareholders on the 1st inst., when Dr. Reid had criticized Mr. F. E. Taylor's exposition of the origin and development of the proposal to form the new Company, Mr. Taylor remarked—Perhaps Dr. Reid would make an offer to rent the land at the opposite side to feed cows on. Mr. Reid—I am prepared to take over Dr. Reid's interest at to-day's quotation straight off. Dr. Reid is reported by the *N. Y. Herald* to have accepted the offer, and it is safe to conclude that Dr. Reid's interest in the Dock Co. accordingly ceased.—Ed., H.K.T.]

THE YUEI-HAN RAILWAY.

H.E. CHOW FU WANTS PROPER ACCOUNTS KEPT.

[From a Correspondent.]

Canton, 27th November.

Yesterday morning H. E. Viceroy Chow Fu sent a message to Mr. Li Shih Yuen, asking him to call at the Yamen, as he wished to discuss with him the affairs of the Yuei-han Railway. Upon receiving this message Mr. Li at once repaired to the Yamen, as requested, and a long interview took place between him and H. E. Chow Fu. In the course of this interview H. E. said that the affairs of the Yuei-han Railway Co., Ltd., were under mercantile administration, with Government protection, and it was not a semi-official concern, but the Government could not interfere in the matter of the employment of the staff, nor which was more important than all, could the Government in any way control the finances of the company, or the disposition of the funds, but H. E. wished to see proper accounts kept as those funds are the property of the shareholders. The railway would be of very great advantage to the Empire, and therefore all its affairs must be managed with great care. H. E. also intimated his intention of calling a meeting of the shareholders of this railway, as he wished to address them, and he asked Mr. Li to notify them on H. E.'s behalf, and request them to hold themselves in readiness to attend when summoned. H. E. also said that as soon as he had arrived in Canton Chang To Chai, president of the company, called upon him, but H. E. refused to see him. Later on, however, H. E. telephoned to him to come to the Yamen, and Chang arrived very shortly afterwards. Mr. Chang then offered to show H. E. a hand-book full of information regarding the affairs of the Yuei-han railway, at the same time stating that it was his sincere desire to retire from the presentiership of the company. The interview then closed and Mr. Li left the Yamen.

H.E. CHOW FU DISSATISFIED.

[From a Correspondent.]

Canton, 28th November.

As I stated in a previous communication, H. E. Viceroy Chow Fu has interested himself very keenly in railway matters, making close personal investigation into the condition of affairs, more especially those of the Yuei-han railway. As a result of this it is stated that H. E. is very much dissatisfied with the condition of the affairs of that concern, which, it is said, he considers very unsatisfactory. On this account H. E. the Viceroy intends to convene a meeting of the Elders and merchants of Canton, as soon as Shum Tung returns from Swatow, where he went to be present at the opening of the Chao-chow-fu railway, in order to discuss the railway affairs, and consider ways and means of improving the existing conditions.

We should try to make ourselves very deserving of some sort of employment. The rest is no concern of ours. It is the business of other people.

SHIPPING AND MAILS.

MAILS DUE.

German (*Bulwer*) 3rd prox., p.m.
German (*Prinz Eitel Friedrich*) 5th prox.
Indian (*Namang*) 8th prox.
American (*Hongkong Maru*) 9th prox.

The H. A. L. s.s. *Amber* left Singapore on 27th inst. p.m., and may be expected here on 3rd prox.
The C. P. R. Co.'s s.s. *Empress of China* left Vancouver p.m. on 27th ult., for Hongkong, via the usual Ports of Call.
The C. P. R. Co.'s s.s. *Empress of India* arrived at Kobe on 27th inst., and left again at 2 a.m., Wednesday for Yokohama, where she is due to arrive at midnight on 28th inst.

CHUNG SHUN KOO'S BANKRUPTCY.

THE JUDGMENT.

In Bankruptcy Jurisdiction this morning, before His Honour Sir Francis Pigott, Chief Justice, Sir Henry Berkeley, K.C., instructed by Mr. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the trustee, in the matter of Chung Shun Koo, Mr. M. W. Slade, instructed by Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) and Mr. F. X. d'Almada e Castro represented a number of creditors, when his Honour the Chief Justice, delivered the following judgment:—

His Honour said: The unfortunate debtor in this case has been the victim of a perfect comedy of errors. Up to the time of judgment in the action brought by Mr. Ho Tung against him the errors were of his own making; since then they have been made by his opponents; and having already seen the man in the witness box, I am not at all surprised that the Trustee should have found him so open as to be unable to give any coherent account of himself or his affairs. This judgment will dispose of some of these errors; but there is one final set of errors said to have been committed by the debtor and those who allege themselves to be his creditors, which will have to be unravelled hereafter. Further, as if it was to complete the chain of errors, I have the misfortune to take a view of the law applicable to the debtor's motion to discharge the order I made *ex parte*, which neither Counsel engaged in that case felt themselves able to support. Having given the matter very careful consideration, I have come to the conclusion, for reasons which I will presently state, that a judgment creditor is not a secured creditor, except in one very special case. I must therefore work out the consequences of my view myself and give judgment accordingly. But as it is perfectly possible that either party may feel aggrieved by this view, and may wish to appeal, I think it advisable to argue the points involved as they were argued. First, then, I will assume that a judgment creditor who has secured a judgment is a secured creditor. Mr. Ho Tung on 25th June, 1906, obtained a judgment, and on 29th June obtained a prohibitory order, when he came to prove his claim in the debtor's bankruptcy, swore on the usual form, that he held no security, the fact that he was a secured creditor to the extent of the value of the property attached having gone out of his mind. It also escaped the recollection of his solicitor. From this mistake he sought to be relieved on the ground of inadvertence. This application was made to me *ex parte* and, the Trustee consenting, I made the order, which the debtor now seeks to set aside. The inadvertence of the solicitor being sworn to, I am willing to accept it so far as he is concerned; though the debtor is justified in reserving the right to ask for further evidence of the inadvertence of Mr. Ho Tung himself should it become necessary. But in the view that I take of the consequences of the mistake it is unnecessary to go into this question; for he is not entitled to relief if his proof as an unsecured creditor has been prejudicial to the debtor, though I am bound to say I do not find the law applicable to the particular circumstances of this case, very clear in the case cited.

In exp. Clarke re Burr (47 L. T. 252) the Judge undoubtedly lays down this principle that a creditor who has voted and omitted to value his security ought always to be allowed to withdraw his proof, and to be relieved from being deemed to have surrendered his security unless he has elected really to abandon his security; t. at is, unless he has omitted to do that which he did omit, deliberately, and on purpose. If it has been done accidentally, he ought, on such terms as the Court may think fit to impose, to be relieved from the loss of his security. In that case it is true the creditor had voted, but his vote seems to have had no influence on the result of the meeting one way or another; and this being so, the principle is easy to be understood. This case seems to lay stress on the necessity of the creditor having acted advertently.

But in re Safety Explosives Co. (1904 Ch. at p. 235) the same learned Judge, then L. J. Vaughan Williams, said that it was not disputed that an amendment of a proof ought not to be allowed if the position of the parties has been altered since it was put on the file, and the same principle is alluded to in the judgment of North J. in re Lester exp. Huddersfield Bank. There also the creditor had voted; and the learned Judge said: "No doubt... he might by his vote have succeeded in so altering the position of the Company that it would be unfair to say that he should be released from giving up what he has given up in consideration of securing the advantage which he had got by his vote. I do not find the vote really came to anything. The vote he gave did not alter the position of things so as to entitle the creditors to hold him to the vote for that reason."

So it is clear that even if there has been inadvertence, if the effect of the vote has been to alter the debtor's position the creditor will be held to it; with the result that he will be held to have abandoned his security; but I am disposed to add "unless things can be put straight."

Now let us see what happened in this case. If Mr. Ho Tung had voted at the creditor's meeting for his debt, less his estimated value of his security, the special resolution would have been passed. The figures are conclusive on this point.

As to this there is a point in the procedure which was adopted by the Official Receiver, which I think needs improvement. He wrote on the minutes of the meeting:—

"Resolved as follows: Mr. S. B. B. proxy for Mr. Ho Tung dissenting, that the debtor's proposal for a composition credit forth set above be accepted."

This looks, and both Counsel for Ho Tung and I, at first thought this meant that the resolution having been adopted, the condition of s. 18 (1) had been fulfilled and that this was a "special resolution." But it was not. In order to be a "special resolution" it must be

voiced by 4 in number and value of those present and "entitled to vote." This condition was not satisfied. Some of the claims having been disallowed for the purpose of voting because the creditors were not present either in person or by proxy. But it would have been satisfied if Mr. Ho Tung had not voted for the full amount of his debt. He has, therefore, by his vote prevented the special resolution from being passed.

With regard to the Official Receiver's procedure I think it would be better that the fact should be noted whether or not the requirement of s. 18 (1) has been complied with.

But it was said that even if it had been passed the scheme was not such as the Court would have approved.

Now see what follows:—The Trustee who was appointed 13th Sept., 1906, immediately after the papers were handed over to him, proceeded as if the requirements of s. 18 (2) had not been complied with—that is, that the resolution required the support of three-quarters of the creditors "who had proved." This is expressly referred to in Mr. Lowe's affidavit of 1st November. He says: "The reason why the scheme of arrangement mentioned in paragraph 4 of the debtor's affidavit (i.e., the scheme put to the creditors' meeting of 3rd August) was not proceeded with was because the scheme was not voted by a majority in number representing three-quarters in value of the creditors who had proved." "The figures do bear out this statement, and from this point of view Mr. Ho Tung's vote did not affect the proceedings. But it is a wrong point of view altogether as I have already shown. Mr. Lowe then proceeds to explain why he could not accept the scheme which the debtor had brought forward, giving a variety of reasons, many of which are certainly substantial reasons. But this was a scheme proposed because the first scheme had been defeated by Mr. Ho Tung's vote. I cannot assure you that the first scheme would have been objected to on the same grounds. I cannot even express decided opinion on it; but in reading the objections formulated by Mr. Lowe the following observations occur to me: He says that the deposit in the bank proposed was not guaranteed by Chung Chiu Kwei referred to in the scheme. I understand the same person as Chung Cheung Kwei who offered to pay the money in the first scheme. But the criticism does not necessarily apply to the proposal in the first scheme, because under that the 20 per cent. was to be paid by Chung Cheung Kwei, the debtor's brother, in the month of August. Mr. Lowe may have had objections to this but I do not find any statement of them. The objections which are personal to the debtor may perhaps have been advanced against the first scheme, but the "bribery," (i.e., the pointing out to the Trustee that it was to his personal interest to accept the scheme—and which, I need hardly say, was most reprehensible), occurred with regard to the acceptance of the new scheme, and might not have occurred at all if the old scheme had been adopted, or at least considered; and with regard to the allegations that the debtor did not disclose all his property, and that the Trustee had the greatest difficulty in obtaining any information from him about his affairs, what I said during the argument about the debtor's state of mind must not be understood to mean that I intend to pass his conduct; but that the time has not arrived for me to deal with it. To adopt the words of the Trustee himself: "The debtor was so upset he could not exactly say 'that was his unhappy position, all the way through, from the time of Mr. Ho Tung's action in this Court to his public examination; and the worry of his mind was undoubtedly increased by the first scheme not going through."

As to the debts of the other creditors not being valid debts, that undoubtedly would have been raised to the first scheme, but that is the subject of a special motion before me, and would have been dealt with then, as it will be dealt with now.

The gist of the objections was undoubtedly the fact that the leasehold properties which were relied on to produce some or the greater part of the 20 per cent. formed the security which Mr. Ho Tung held in virtue of his prohibitory order. But this is blowing hot and cold. Mr. Ho Tung has by his vote as an unsecured creditor prevented a scheme from going to its second stage in which this fund would have been available; and he objects to the second scheme because he is a secured creditor, which would prevent the fund being available.

An analysis of the objection raised by the Trustee to the new scheme shows conclusively that the position of the debtor was materially altered for the worse by the vote by inadvertence of Mr. Ho Tung as an unsecured creditor at the first meeting, and it is therefore impossible to let him amend his proof, unless an order could be made which would restore the status quo ante. But all this is obviously dependent on whether the Trustee can succeed in knocking out the proof of some of the creditors who proved. If he does then the figures, on which the previous argument proceeds, will be entirely altered, and the question of the conclusion of the proof would probably require further consideration.

So much for this part of the case regarded from the point of view of Mr. Ho Tung being a secured creditor. I now proceed to state my reasons for considering him not to be a secured creditor.

Sections 30 to 32 of the Ordinance deal with "Proof of debts," s. 30, treating of the rights and duties of secured creditors. Then two other subjects are dealt with, "Appropriation of Assets," by sections 33 to 35, and "Property available for payment of debts," by sections 36 and 37. Afterwards we come to another group of sections, 38 to 42, which are headed "Effect of bankruptcy on antecedent transactions," of which s. 38 treats of "restriction of rights of execution creditor," which follows s. 45 of the English Bankruptcy Act, 1883.

This section lays down the important principle that a judgment creditor shall not be entitled to retain the benefit of an execution unless he has completed it before the date of

the receiving order and before notice of the bankruptcy petition is given; that is, he shall be entitled to retain it if he has completed it without notice of the petition. Then in s. 39 and sub-section the meaning of "completing an execution" is given, which naturally varies according to the kind of execution resorted to.

Now on the face of this section there is nothing which links it on in any way with section 30, which deals with secured creditors; there is no word in either which refers to the other, or from which a reference to the other could be inferred. They deal with a different order of ideas, the first with creditors who hold unsecured securities; the second with creditors who have already enforced their claims to the full by process of law—its marginal note might well be "Bona fide creditors."

The whole idea however centres round the fact that possession of the debtor's property has been obtained. Now I come to the different forms of execution—the different ways in which possession may be obtained.

In some cases, owing to the nature of the property, possession cannot be obtained absolutely, but only figuratively; in the case of land, it is by the attachment by prohibitory order with due registration in the Land Office. This is no less a form of execution than seizure and sale of moveables; but owing to the fact that the sale of lands is not so expeditious as the sale of goods and chattels, the execution is deemed to be completed by the attachment, which is the equivalent of seizure. There can be no difference in the application of the principle of the section to different kinds of property; what is required in order that a judgment creditor should retain what he has got is something to show that he has got it; something which has ousted the claim of the debtor, if not to its possession as owner, at least to his exercising his rights as owner. He is prohibited from dealing with it as owner, because in the view of the law execution upon it is deemed to be completed when he has in fact been dispossessed. But it is said all this goes to show that in respect of lands against the owner of which a prohibitory order has been granted the judgment creditor is a secured creditor, because this creates a charge on the land and therefore that this brings it within the definition of "secured creditor." This definition is "a person holding a mortgage, charge or lien on the property of the debtor or any part thereof as a security for a debt due to him from the debtor." No part of this definition fits on to the position of the judgment creditor dealt with in section 38. How can a person who has completed execution against a debtor be said to hold a security for a debt? Nor can the attachment by prohibitory order be said to be a charge on the land. A charge on land is a legal term means a burden imposed on land belonging to and in the possession of the owner, which does not prevent him dealing with it, but which limits his power of dealing with it otherwise than as subject to the charge. But the completed execution is something much more than this; the seizure, or what is the same thing, the attachment, has dispossessed him—the most effective token of his dispossession is the order prohibiting him from alienating it, and all other persons from receiving it.

The Land Officer, who learned in all the lore of his office I must here acknowledge, has drawn my attention to another aspect of the question. It was expressly provided by the statute—1 and 2 Vict. c. 113 s. 13—that a judgment should operate as a charge on real estate; and the intention that the judgment creditor should have a preference in bankruptcy in virtue of such charge if entered up one year before the bankruptcy is expressed in the proviso to the section. That / it is in force in the Colony as it was passed prior to 1885; but its effect is modified by the Land Registration Ordinance, 1843, which requires it to be registered in the Land Office.

In England the Act has been modified, and it is provided by s. 27 and 28 Vict. c. 112, s. 1, that judgments are not to affect any land until it has actually been delivered in execution; which it has been held did away with the charge, and assimilated the law affecting land to that affecting personality in respect of judgments. That Act is not in force in the Colony. The effect of this is that the judgment creditor has a charge on land if he has registered his judgment in the Land Office a year prior to the bankruptcy; but not otherwise; and if he never had a charge execution could not give it to him; for the very good reason that it gave him more than a charge—the possession of the land.

I am therefore of opinion that Mr. Ho Tung was a judgment creditor entitled to retain what he had obtained, namely, the realisation of his attachment on the debtor's land; and that he was not to be treated as a secured creditor. His proof was defective because it was for too much; but neither the express provision which requires him to value his security, nor the penalty for voting for the whole of his debt, that he would be held to have abandoned his security, applies to him. I think I may fairly assume that Mr. Ho Tung would have valued his execution at \$12,500, the value he has put upon his so-called security; and therefore the order which must be made is that his proof be reduced by that amount, but without any forfeiture of the rights which he has acquired under his completed execution. This will restore the resolution passed at the first meeting of creditors, and as it is now a special resolution as required by law, the second meeting required by s. 18 (2) and 3 must be held. The question of costs I must deal with later. This order, however, must be in abeyance until I have considered the motion of the trustee calling on some of the creditors for further proof to substantiate their claims.

I proceed now to consider the Trustee's motion calling for further proof of the claims from certain creditors.

Sir H. Berkeley insisted, and indeed persisted that his motion was entitled to priority. But I am quite clear that although logic would seem to be on his side, there was no reason for departing from the usual practice of taking motions in priority according to their respective

notices. And it was the more necessary in this case, because the Official Receiver had admitted the proofs, and therefore the creditors were entitled to be heard on their motion as if they were bona fide creditors. The course I pursued moreover had the advantage of revealing certain misapprehensions in the bankruptcy practice quite apart from the essential difference between the 1st and 2nd sub-sections of section 18, which I have already dealt with, which I have now to attempt to set right. These creditors were assumed all the way through to be recalcitrant, because they declined to comply with the Trustee's request to substantiate their claims, replying that they had already been accepted by the Official Receiver; and a little invective was devoted to them, for assuming a position which, after very carefully considering all the arguments, I have come to the conclusion was a strictly legal one to assume.

The practice of appointing a Trustee is, I understand, of rare occurrence, and the application of section 30 to him does not seem to have been fully considered by the Court. The words are "subject to the power of the Court to extend the time, the Official Receiver, or Trustee, shall within 14 days after receiving a proof, either admit it, or reject wholly or in part, or require further evidence in support of it, and shall notify the decision to the creditors at the next general meeting." I may deal at once with the argument that these provisions are "directory," and are therefore not to be construed too strictly. I agree; but I understand the meaning of this to be that they are directions to an officer of the Court, and that the consequences of slips on his part will not be pressed too harshly against him or rather against the person whose rights are vested in him, if it is possible for the Court to set the right, because it is not advisable that those people who are directly and pecuniarily interested in the Trustee's conduct of the proceedings should be prejudiced by errors which he may commit. The Trustee has simply failed in his duty, that is all (see Day J. in the *Sissing*, 13 L. J. 697). But this does not mean that therefore the express provisions of the statute are to be ignored, and the officer may act in complete disregard of them. The key to the position is the meaning of the words "receiving a proof." After the Trustee had been appointed the Official Receiver handed over to him all the papers, including the proofs which he had himself received; and it was treated as if the date of the Trustee's receiving the proofs from the Official Receiver was the date from which the 14 days were to run. (See the letter of the Solicitors for the Trustee.) I am of opinion that this is wrong. "Receiving a proof" means receiving it from the creditor, and is a technical expression, used for fixing the date on which a creditor is said to have proved. This established, the rest follows easily. The Official Receiver and Trustee are used in the alternative in this sub-section as though in the Ordinance either of them may receive proofs, and thereupon within 14 days, may do what the sub-section enables them to do. Some proofs were received by the Official Receiver, and some by the Trustee; and in respect of the proofs received by them respectively either of them might have called on the creditor for further evidence, and either of them might admit or reject. There is nothing in the language of the sub-section which authorises the Trustee to whom proofs admitted by the Official Receiver have been passed on to act as a sort of Court of Appeal from the Official Receiver, and call for further evidence to substantiate them: for this simple reason that the period has gone by. And so far as the Trustee is concerned there is no "reception of proof" by him from which the time runs. When once the Official Receiver has admitted a proof the simple powers of the two officers are exhausted.

I accept Sir H. Berkeley's final argument in reply to Mr. Slade, that where a Trustee has been appointed, he is the successor in title of the Official Receiver; but that makes the point plain; for a successor in title cannot exercise a second time, rights which his predecessor in title has already exercised. And the same argument must apply to the power of the Court to extend the time: to extend the time to do, a second time, what they had done, or failed to do, once already. There must be some limit. For the benefit of the creditors generally, the Official Receiver, or the Trustee, is given a right of exercising a strict supervision over the claims of any individual creditor; but, when once this supervision has been exercised, the individual creditor is entitled to some protection also; his position cannot be affected vis-à-vis the officers who are carrying out the Bankruptcy proceedings, by the fact that there has been a change in the officer, and a new brain has been brought to bear upon the investigation. If a new Official Receiver had been appointed, could he revise his predecessor's action? Undoubtedly not. Nor can a Trustee who succeeds to the business of carrying on the bankruptcy. I have purposely omitted any reference to the English practice, which is more elaborately defined, because I think the meaning of the sub-section is clear. But I think that the interpretation I have given brings the Colonial procedure into line with the home practice.

But the question of interpretation settled, does it follow that the claims of creditors cannot be investigated, and further evidence to substantiate them not be required? By no means; but the duty of doing this, then, lies with the Court, which may be set in motion by the Official Receiver, or if he has passed on his functions, by the Trustee. The English cases, which deal with this branch of the case, seem to be clear that, when the powers of the Official Receiver or the Trustee under the section have been exhausted, the application must be to the Court to expunge, and that there is no limit to the time during which this may be done. I shall tent the motion as if it were such an application. It will be advisable for the Trustee to consider as to which of the claims he thinks it expedient to press the motion. I shall deal with the application of costs hereafter.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

CANTON LEPCERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—A fortnight ago I addressed an appeal through your columns for help in clothing and feeding the poor lepers during the winter months. So far there has been little response. On Monday, December 3, we intend to begin our distribution of rice. I find that the number whom we must help is about 550. At each distribution nearly 500 worth of rice is required. Will friends please send their donations as early as possible to the undersigned so that we can make plans as to the frequency of rice distribution?

Let me acknowledge with sincere thanks receipt of the annual donation from the Parrot Charity Fund of \$100, and also of \$25 from Patell & Co., Hongkong.—I am, etc.,

GEO. H. MCNEUR.

Canton, 28th November.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Will you permit me to say, through your columns, that the supply of rice and clothing to 650 poor lepers in Canton will commence on Monday next. I believe that you have kindly consented to receive, and forward to the Rev. G. H. McNeur, any contributions of money. I shall be glad to do the same as regards old clothing.—Yours truly,

CHARLES H. HICKLING.

"The Manse," 5 Kennedy Road,

Nov. 29th, 1906.

A DENIAL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—By your notice from the Government Gazette, in which you stated that I was dismissed from the Government Service for misconduct, the following is a true account:—

I was detailed to read the Peak District, and had to finish it within a limited time, but owing to an accident, I could not do so. I therefore averaged the readings of the meters I had not read, intending to read them when I had finished the other district. My meter-book was inspected by the overseer in charge of meters before I was able to do so. He reported me to the Executive Engineer and on the same day I sent in my resignation.

There was no misconduct whatever. My resignation was, however, distorted into a dismissal—I remain, etc.,

FRANCISCO XAVIER FRANCO.

Hongkong, 29th November.

[The writer is in error when he attributes the reproduction of the *Gazette* notification to the *Hongkong Telegraph*.—Ed., H.K.T.]

CANTON NOTES.

[From Our Own Correspondent.]

NEW PROVINCIAL JUDGE.

Yesterday, the various Yamens received telegraphic advice from Shanghai to the effect that Judge Chu, the Provincial Judge Designate of Kwangtung, had left that port for Canton to take up his new appointment.

PROPOSED ANTI-OPIMUM HOSPITAL.
Mr. Wu Sui Fung, and several other gentlemen propose to establish an Anti-Opium Hospital in Canton for the treatment of persons wishing to be cured of the opium habit.

A meeting has been arranged to take place shortly at the Canton Hospital, at which ways and means will be discussed.

WIRELESS TELEGRAPHY FOR CANTON.
His Excellency Chow Fu having expressed his desire for a wireless telegraphic installation in Canton, Mr. Chau Shou Pang was yesterday dispatched by him to the house of Messrs Carlitz & Co. of Shanghai, to make all the necessary arrangements for the purchase of instruments and accessories.

A JAPANESE DRAWLER.
In the small hours of this morning, a certain Japanese created a disturbance, by knocking at the door of a private Chinese dwelling. He was finally persuaded to accompany the owner of the house to No. 3 Police Station, where not only does he seem to have not acknowledged that he was in the wrong, but treated the Police officials with insolence.

The Wei-yuan at No. 3 station complained of the affair to the Japanese Consul, who severely reprimanded his national, and has later issued a warning to those Japanese living in the Chinese City that, in the matter of all breaches of the law, they are under the jurisdiction of the Chinese Police alone.

DEALING IN FALSE TRADE-MARKS.
The manager of the firm of Ying Wah Loong, who was arrested recently, at the instance of the British Consul-General, by the Nambai Magistrate, charged with selling rubber shoes bearing the trade-mark of a British firm, was duly brought to trial before the Magistrate. His defence was that he bought the shoes from certain seamen at the rate of \$1.50 per pair, not knowing them to bear a false trade-mark, and without any intention of defrauding the public.

The Magistrate warned him that if he were found in future, selling any goods bearing false trade-marks, he would be severely punished, and ordered him to be kept in custody pending further instructions from the British Consul-General.

He has now been released from custody upon surety.

Be good-humoured. Good humour is better than medicine, no matter how well the ill-natured pill be sugar-coated. Be good-natured.

Or all the ways of making a fortune, the shortest and best is to let people see clearly that it is to their interest to be of service to you.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

NOOD.
Buyers:—National Banks \$47, Union Insurance \$760, Hongkong Fines \$135, Indo-China \$70, Rauba \$81, Kowloon Wharves \$89, Hongkong Land \$104, China Provident \$9.15, Overseas \$19, Electric \$15, Watsons \$11.60.
Sellers:—Unions \$765, Cantons \$300, Vaco Steamboats \$27, China and Manila \$23, Douglas \$40, Shell Transport \$17, Hongkong Docks \$150, Hongkong Lands \$105, West Point \$50, Humphreys Estate \$114, Hongkong Cottons \$13, China Borneo \$10, Icos \$236, Roper \$23, China Light and Power \$10, Powells \$8.

Sales:—Hongkong Banks \$805, China Sugars \$147, A. S. Watsons \$11.60, ex div.

Nominal:—China Fines \$95, Shanghai Docks \$15, 108, Hongkong Wharves \$15, 230, Hongkong Hotels \$121, Dairy Farms \$17, Tramways \$215.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 1/2
Do. demand 2/3 3/16
Do. 4 months' sight 2/3 11/16
France—Bank T.T. 23.8-1
America—Bank T.T. 23.5-1
Germany—Bank T.T. 168
India T.T. 168
Do. demand 168
Shanghai—Bank T.T. 72 3/4
Singapore T.T. 3 1/2 prem.
Japan—Bank T.T. 11 1/2
Java—Bank T.T. 13 1/2

Buying.

4 months' sight L/C. 2/3 1/2
6 months' sight L/C. 2/4 1/16
30 days' sight San Francisco & New York ... 56
4 months' sight do. 56 1/2
30 days' sight Sydney and Melbourne 2 1/4
4 months' sight France 2 90
6 months' sight do. 2 92
4 months' sight Germany 2 38
Bar Silver 33 1/2
Bank of England rate 8 1/2
Sovereign 8 7/8

PRESIDENT Roosevelt's address to his supporters before his last election was printed in no fewer than twelve different languages.

To-day's

Advertisements.

WANTED.

SITUATION wanted by a PORTUGUESE SENIOR CLERK, Mercantile Firm preferred. Good references and experience. Apply to—
"Y,"
C/o This Paper.

Hongkong, 29th November, 1906. [1750]

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR ZAMBOANGA, KUDAT AND SANDAKAN.

Taking Cargo at through rates to Tawao, Lahad Datu, Labuan, Jolo and Manado.

THE Steamship

"BORNEO,"

Captain F. Semblit, (now loading) will leave on SATURDAY, the 1st December, at 10 A.M.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,

MELCHERS & Co., Agents.

Hongkong, 29th November, 1906. [3]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Victoria*.

From Australia, ex S.S. *Britannia*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 29th November, 1906. [4]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG," 1,338 Tons, H. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$5 (Servant excluded), \$5 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 29th November, 1906. [1071]

Intimations.

THE

ROBINSON PIANO

CO., LD.

TALKING

MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT.

MUSIC.

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [38]

MOËT & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL"

BRAND

AS SUPPLIED BY ROYAL WARRANTS

TO

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS

OF

FRANCE AND THE UNITED STATES.

Per Case 12 Bottles \$57.00

24 Bottles 62.00

SOLE AGENTS:

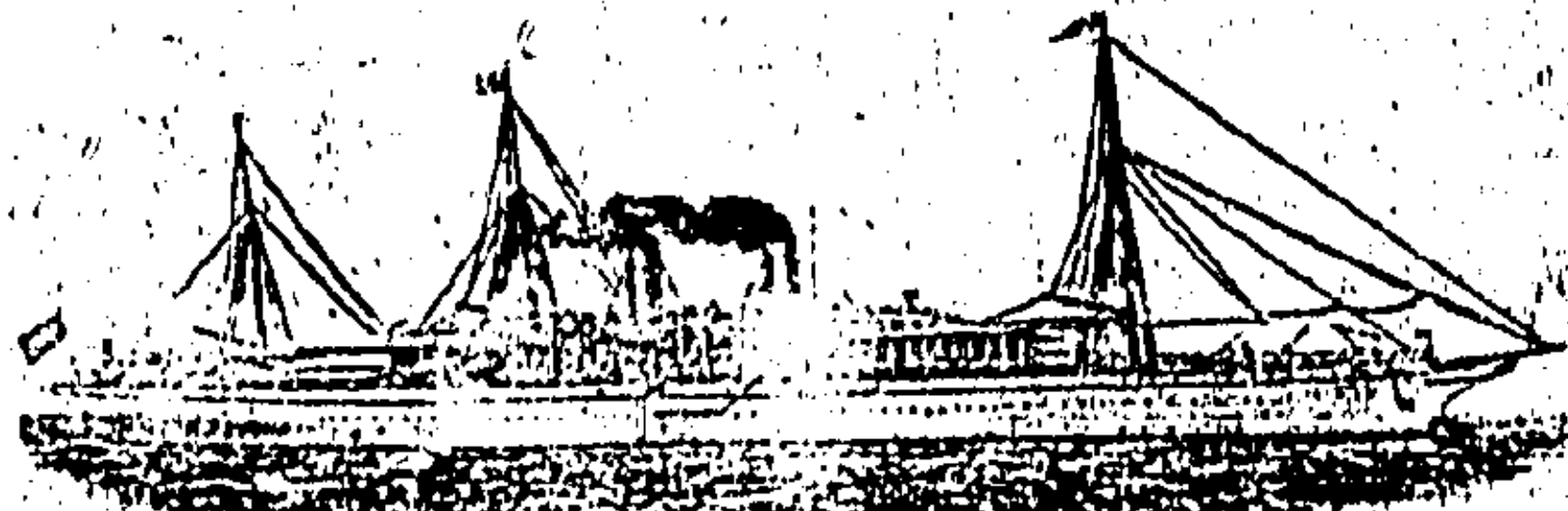
H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 29th November, 1906. [4]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	THURSDAY, December 20th	January 7th
"TARTAR"	4,425	WEDNESDAY, January 9th	February 2nd
"EMPEROR OF CHINA"	6,000	THURSDAY, January 17th	February 10th
"MONTEAGLE"	6,165	WEDNESDAY, January 23rd	February 16th
"EMPEROR OF INDIA"	6,000	THURSDAY, February 14th	March 4th
"ATHENIAN"	3,885	WEDNESDAY,	

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Patriotic "EMPEROR" Steamships, 14,500 tons register. Through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, £40. " £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries; Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information: Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
W. CRADDOCK, Acting General Agent,
Hongkong, 28th November, 1906. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
S'GAPORE, PENANG & CALCUTTA. SUI SANG *.....FRIDAY, 30th Nov., 3 P.M.
MANILA.....LOONGSANG *.....FRIDAY, 30th Nov., 4 P.M.
SHANGHAI.....HANGSANG *.....TUESDAY, 4th Dec., Noon.
S'GAPORE, PENANG & CALCUTTA. AISANG *.....TUESDAY, 4th Dec., 3 P.M.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 27th November, 1906. [6]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"KALGAN".....	1st December.
SHANGHAI.....	"HANGCHOW".....	3rd
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN" *.....	3rd
MANILA.....	"TAMINU" *.....	5th
SHANGHAI.....	"NANOHANG".....	5th
SHANGHAI.....	"LIANGHOU".....	5th
YOKOHAMA and KOBE.....	"CHANGSHA".....	13th

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th November, 1906. [9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. Almond.....	AMOY AND MANILA	FRIDAY, 30th Nov., at 5 P.M.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 8th Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th November, 1906. [7]



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906. [8]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEANIA," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the water-closets, ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

HOHENSTAUFEN... 2nd December.
AMBRIA... 5th December.
ALEXIA... 15th December.
SILESIA... 25th December.
SCANDIA... 2nd January.
HAMBURG... 12th January.
RHEANIA... 18th April.
HONGKONG, 29th November, 1906.

Homeward.

FOR THE STRAITS, COLOMBO,
ADEN, SUERZ, PORT SAID,
NAPLES, PLYMOUTH, HAVRE
AND HAMBURG.

SITRONIA... 3rd December.
RHEANIA... 14th December.
C. FERD. LAEISZ... 23rd December.
ANDALUSIA... 3rd January.
HOHENSTAUFEN... 11th January.
SILESIA... 25th January.
SCANDIA... 8th February.
HAMBURG... 22nd March.
HONGKONG, 29th November, 1906. [1138]

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.
Taking Cargo at through rates to Tawau, Lahad
Date, Labuan, Jolo, Zamboanga and Menado.
THE Steamship

"BORNEO."
Captain F. Sembill, will be ready to load on
the 24th instant.
For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 26th November, 1906. [3]

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship
"BENMOHR."
Captain Webster, will be despatched as above,
on or about the 30th November.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th November, 1906. [1093]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)
THE Steamship

"EASTERN."
Captain McArthur, will be despatched for
the above Ports, on SATURDAY, the 1st
December, at 10 A.M.
This well-known steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, ice, etc., throughout the voyage.
This steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th November, 1906. [105]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship
"GLENAVON."
Captain Woolfenden, will be despatched as
above, on FRIDAY, 7th December, 1906.
For Freight, apply to
McGREGOR BROS. & GOW.
Hongkong, 22nd November, 1906. [1145]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.

THE Steamship
"KASATO MARU," 6,000 tons.
Captain W. C. T. S. Filmer, will be despatched as
above, middle of December.

Taking Freight and Passengers to other
Western Coast Ports of South America.
The above steamer has splendid Accom-
modation and is fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried.
For further information, apply to
K. MATSUDA,
Manager,
Yokohama Building,
Hongkong, 14th November, 1906. [1848]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS
AND DEALERS in Ladies' and
Children's Underwear, Silk, Posges, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [180]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
Price \$10.50 per case of 48 bottles (quarts
or 6 doz. pints).

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January 1907. [62]

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLA-
RGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 14th September, 1907. [116]

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when
nature, so to speak, furnished the scientist
for the comfort and happiness of man. Science has
indeed made giant strides during the past century,
and among the most important and useful of these
discoveries in medicine comes that of Therapion,
particular of which will be found in another
column. This discovery is undoubtedly one of the
most important and reliable of the past century.
The Therapion is a powerful medicine, which
is the result of the combination of the most
valuable of the natural products of the earth.
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Shipping.

Arrivals.

Kaifong, Br. s.s., 986, V. F. G. V. 28th Nov., Cebu and Iloilo 24th Nov., Hemp Sugar and Sapan Wood.—B. & S.
 Helene, Ger. s.s., 71, J. J. 28th Nov., Holbow 27th Nov., Gen.—J. & Co.
 Nerite, Dut. s.s., 300, Carrick, 28th Nov., Canton 28th Nov., Gen.—A. K. & Co.
 Maitland, Ger. s.s., 83, J. J. 28th Nov., Canton 28th Nov., Gen.—A. K. & Co.
 Liangchow, Br. s.s., 1,215, H. Harder, 24th Nov., Tientsin via Weihaiwei and Chefoo 24th Nov., Gen.—B. & S.
 Kalgan, Br. s.s., 1,143, R. Lewis, 20th Nov., Canton 28th Nov., Gen.—B. & S.
 Clara Jensen, Ger. s.s., 1,101, J. Iversen, 29th Nov., Bangkok 19th Nov., Rice.—J. & Co.
 Taishan, Br. s.s., 1,121, I. T. Laing, 20th Nov., Bangkok 17th Nov., Rice and Teak.—B. & Co.
 Tingyang, Br. s.s., 1,106, Reynolds, 29th Nov., Shanghai and Swatow 28th Nov., Gen.—J. M. & Co.
 Teucer, Br. s.s., 808, J. Barwise, 20th Nov., Manila 27th Nov., Gen.—B. & S.
 Delhi, Br. s.s., 478, J. D. Andrews, R.N.R., 20th Nov., Bombay 14th Nov., and Singapore 24th, Malis and Gen.—P. & O. S. N. Co.

Clearances at the Harbour Office.

Daphni, for Teingtau,
 Hailan, for Pakhoi,
 Signal, for Holbow,
 Liangchow, for Canton,
 Kiang, for Amoy,
 Mactaw, for Honghai,
 Cerdan, for Canton,
 J. B. Aug. Kaitler, for Palembang,
 Kyo Maru, for Shanghai.

hal 11th, Sept., Flour, Lead and Cement.
 Neil MacLeod, Am. s.s., 901, E. Corral, 19th Nov., Manila 16th June, Ballast.—Barretto & Co.
 N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June, Manila 9th June, Ballast.—Barretto & Co.
 Nikko Maru, Jap. s.s., 3,434, E. W. Haswell, 28th Nov., Nagasaki 23rd Nov., Gen.—N. Y. K.
 Nord, Nor. s.s., 710, G. H. 23rd Nov., Holo 17th Nov., Sugar and Sapan Wood.—Aagaard, Thoresen & Co.
 Pakia, Ger. s.s., 1,100, H. Demes, 18th Nov., Swatow 17th Nov., Rice and Teak Wood.—H. & S.
 Quinta, Ger. s.s., 987, Fruhm, 23rd Nov., Sourabaya 13th Nov., Sugar.—S. & Co.
 Ragnar, Nor. s.s., 1,220, H. G. Nielsen, 2nd Nov., Rajang (Borneo) 26th Oct., Timber.—Aagaard, Thoresen & Co.
 Rajaburi, Ger. s.s., 1,004, O. Koch, 25th Nov., Bangkok 13th Nov., Rice and Wood.—B. & S.
 Rajah, Ger. s.s., 1,275, C. Wolf, 28th Nov., Sandakan 20th Nov., Wood and Gen.—M. & Co.
 Rubi, Br. s.s., 1,519, R. W. Almond, 26th Nov., Manila 24th Nov., Gen.—S. T. & Co.
 Saragom, Am. s.s., 428, Vitteria, 7th Sept., Manila 4th Sept., Ballast.—Order.
 Signal, Ger. s.s., 900, Schlickler, 21st Nov., Bangkok 14th Nov., Rice.—J. & Co.
 Soudan, Br. transport, 4,207, S. D. B. Lockyer, 19th Nov., Taku 13th Nov., Troops.—Admiralty.
 Suisang, Br. s.s., 1,776, T. A. Mitchell, 24th Nov., Calcutta 4th Nov., via Penang and Singapore 18th, Coal.—J. M. & Co.
 Tholma, Nor. s.s., 1,188, F. Jager, 8th Nov., Samarang 25th Oct., Gen.—S. W. & Co.
 Tinhov, Br. s.s., 901, T. R. Kild, 24th Nov., Holbow 26th Nov., Pigs and Gen.—A. K. & Co.
 Yakiko Maru, Jap. s.s., 2,240, K. Muto, 15th Nov., Moji 10th Nov., Gen. and Matches.—Fusai & Co.
 Yangmoo, Korean s.s., 3,672, T. Oin, 28th Nov., Kutchinotau 23rd Nov., Coal.—M. B. K.

Legaspi, 6 a.m., 20.80 83, NE 2 c b b
 Hakodate, 6 a.m., 20.93 83, NE 1 c b b
 Kochi, 6 a.m., 20.92 85, NE 1 c b b
 Cebu, 6 a.m., 20.92 85, NE 1 c b b
 Labuan, 6 a.m., 20.95 84, NE 1 c b b
 Vladivostok, 7 a.m., 30.08 27, NW 6 1
 Nemuro, 6 a.m., 20.93 28, NW 5 6
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Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship.

"MALTA"
Captain R. A. Potts, carrying the Major-
ity of Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 1st Decem-
ber, at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *Himalaya*, 7,000 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Suez and Valence, all Cargo for France,
and for London (under arrangement) for
the above Ports in connection with the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 12th January, 1907.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 21st November, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON.

HAVER, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS"

Captain ——— will be despatched for
MARSEILLES on TUESDAY, the 11th
December, at 2 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *POLYNESIEN*.....25th December.

S.S. *CALÉDONIEN*.....8th January.

S.S. *SALAZIE*.....22nd January.

S.S. *OCEANIE*.....5th February.

G. DE CHAMPEAUX,

Agent.

Hongkong, 27th November, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	821.50	—
	19.00	—
	16.00	—
WHISKY, PALL MALL	19.00	—
JOHN WALKER	12.00	—
C. P. & CO'S SPECIAL BLEND	10.00	—
FORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1850.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOKIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS. BASED ON LAST YEARS DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$10,250,000 \$250,000	\$1,712,473	{ \$1.15/- @ Ex. 2/11 = \$10.47 for first half- year 1906	5 1/2 %	{ \$205 sales London £23 1/2
National Bank of China, Limited	99,925	£7	£6	{ \$1,712,473 \$150,000	\$74,099	\$2 (London 3/6) for 1905	6 1/2 %	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$20,000	\$233,638	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,100,000 \$10,000 \$2,000,000 \$40,000 \$331,131 \$1,153,844 \$56,279 \$800,000 \$15,527	Tls. 185,520	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$331,131 \$1,153,844 \$56,279 \$800,000 \$15,527	\$2,792,271	Interim div. of 15/- for 1905	4 1/2 %	\$760 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$10,000 \$239,488 \$2,000	\$508,334	\$17 and \$3 special dividend for 1904	8 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$2,000,000 \$20,000 \$1,200,948	\$344,098	\$25 for 1904	6 1/2 %	195 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$6,000 \$264,638 \$33,562	\$6,563	\$25 for 1904	7 1/2 %	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$264,638 \$33,562	\$6,563	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$10,000 \$1,100,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$6,000 \$264,638 \$33,562	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$277 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$1,000,000 \$10,000 \$1,100,000	£2,452	10/- @ ex. 2/11 9/16 = \$1.69	6 %	\$79 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$1,000,000 \$10,000 \$1,100,000	Tls. 23,156	Interim div. of Tls. 2/- a/c 1906	9 %	Tls. 55 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ \$1,000,000 \$10,000 \$1,100,000	Tls. 23,156	Interim div. of Tls. 2/- a/c 1906	9 %	Tls. 55 sales
"Shell" Transport and Trading Company, Limited	7,000,000	£1	£1	{ \$1,000,000 \$10,000 \$1,100,000	£207,815	1/- (Coupon No. 6) for 1905	4 %	31/- sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$10,000 \$1,100,000	\$218	{ \$1.50/- for year ending 30.6.1906 \$0.75/-	5 1/2 %	\$26 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$1,000,000 \$10,000 \$1,100,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
FERRO-CEMENT.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$10,000 \$860,000	\$40,914	Final of \$25 making \$25/- for 1905	17 1/2 %	\$145
Yuzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$10,000 \$860,000	\$32,588	\$1 for 1905	...	\$22
Pemak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$10,000 \$860,000	Tls. 3,723	Tls. 2/- for year ending 30.6.04	...	Tls. 90
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ \$1,000,000 \$10,000 \$1,100,000	£12,546	{ Final of 1/- 1/2 = 7/- making 2/- for year ended 30.6.06	7 %	Tls. 10 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ \$1,000,000 \$10,000 \$1,100,000	G. \$100,000	Final of 50 cents making G. \$1 for 1905	7 %	G. \$12
South Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$1,000,000 \$10,000 \$1,100,000	£8,745	No. 12 of 1/- = 48 cents	...	184
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$10,000 \$80,000	\$8,915	\$2 for 1905	4 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 \$10,000 \$60,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	189 buyers
Whampoa and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$50,000 \$10,000 \$60,000	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$150
New Amoy Dock Company, Limited	10,000	\$64	\$64	{ \$50,000 \$10,000 \$60,000	\$2,221	\$1 for 1905	6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$50,000 \$10,000 \$60,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 107
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ \$50,000 \$10,000 \$60,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 227 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$50,000 \$10,000 \$60,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$50,000 \$10,000 \$60,000	none	First year	...	Tls. 102
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$50,000 \$10,000 \$60,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$20 sales
Central Stores, Limited	6,000	\$15	\$15	{ \$50,000 \$10,000 \$60,000	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (Founders)	123	\$15	\$15	{ \$50,000 \$10,000 \$60,000	\$4,719	7 % on \$74 for 1905	...	\$161
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$50,000 \$10,000 \$60,000	\$10,057	None	...	\$300 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$50,000 \$10,000 \$60,000	\$67,830	\$5 for first half-year for 1906	9 %	\$112
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$50,000 \$10,000 \$60,000	Tls. 1,935	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$104 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$50,000 \$10,000 \$60,000	\$4,690	Final of 6 1/2 = 10 % for 1905	16 1/2 %	Tls. 15 buyers
Lumpeys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$5,070	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$50,000 \$10,000 \$60,000	\$574	80 cents for 1905	7 %	\$112
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ \$50,000 \$10,000 \$60,000	Tls. 52,104	\$2 1/2 for 1905	6 1/2 %	\$39
Do. do. (new issue)	26,000	Tls. 50	Tls. 50	{ \$50,000 \$10,000 \$60,000	Tls. 52,104	Tls. 3 for half-year 1906	5 1/2 %	Tls. 97 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$50,000 \$10,000 \$60,000	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$50,000 \$10,000 \$60,000	Tls. 45,939	Tls. 8 for year ended 31. 0.1905	10 1/2 %	Tls. 79
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$50,000 \$10,000 \$60,000	Tls. 150,000	Tls. 6 for year ended 30.6.1906 (8 %)	9 1/2 %	Tls. 65
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$50,000 \$10,000 \$60,000	none	Tls. 8 for 1905	9 %	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ \$50,000 \$10,000 \$60,000	Tls. 18,456	Tls. 25 for 1905	7 1/2 %	Tls. 330 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$50,000 \$10,000 \$60,000	\$1,066	\$7 for 1905	6 1/2 %	\$102
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$50,000 \$10,000 \$60,000	\$856	1/3 per share for 1905	6 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$50,000 \$10,000 \$60,000	none	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$50,000 \$10,000 \$60,000	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$1,210	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$1,581	80 cents for 1905	8 1/2 %	\$20.15
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$50,000 \$10,000 \$60,000	\$2,555	\$1.30 for year ending 31.7.1906	7 %	\$17 sellers
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$52,291	Int. div. of 75 cents for year ended 30.6.06	10 1/2 %	\$191
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$50,000 \$10,000 \$60,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$24 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	none	{ \$1.00/- for 10 months ending 28.2.06 65 cents	8 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$10,000 \$60,000	\$2,568	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$50,000 \$10,000 \$60,000	\$3,776	Int. div. of \$4 for year ended 30.6.06	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$22 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$2,500	Final 0.5/- cents making \$1 for the year	13 1/2 %	\$71
Matschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$50,000 \$10,000 \$60,000	Tls. 10,374	Third interim div. of T. 4. 7/11 making Tls. 2 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 257 1/2 sales
Philippine Company, Limited	67,500	\$10	\$10	{ \$50,000 \$10,000 \$60,000	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited (old)	10,000	Tls. 50	Tls. 50	{ \$50,000 \$10,000 \$60,000	Dr. P. 34,324	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 110 buyers
Do. do. (new)	8,000	Tls. 50	Tls. 50	{ \$50,000 \$10,000 \$60,000	Tls. 16,000	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 106 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ \$50,000 \$10,000 \$60,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ \$50,000 \$10,000 \$60,000	Tls. 3,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 130 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$50,000 \$10,000 \$60,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 sellers
Shanghai Waterworks Company, Limited	8,775	£20	£20	{ \$50,000 \$10,000 \$60,000	Tls. 190,000	Interim div. of 15/- for 1-year 1906	...	Tls. 350 sellers
South China Morning Post, Limited	7,700	£20	£15	{ \$50,000 \$10,000 \$60,000	Tls. 85,592	Interim div. of 5/- for 1-year 1906	...	Tls. 290 sellers
Team Laundry Company, Limited	6,000	\$25	\$25	{ \$50,000 \$10,000 \$60,000	Dr. \$4,934	None	...	\$21 buyers
Waterside Waterworks Company, Limited	20,000	\$5	\$5	{ \$50,000 \$10,000 \$60,000	\$1,134	50 cents for year ended 31.5.15	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	9,000	Tls. 100	Tls. 100	{ \$50,000 \$10,000 \$60,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
Do. (Founders)	100	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$752	{ 70 cents for year ended 31.5.1906 \$0.90	8 1/2 %	\$0
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$7,734	Interim of 40 cents for account 1906	8 %	\$11.60
William Powell, Limited	15,000	\$10	\$10	{ \$50,000 \$10,000 \$60,000	\$182	Final of 3/- cts. making 85/- cts. for the year ended 30th June, 1906	10 %	\$8
DIVIDENDS PAYABLE.								
Langkate (4th interim)							Tls. 7 1/2	December 15th